

Application Submitted

TOWN OF CALEDON
PLANNING
RECEIVED
April 7, 2026

- Site Plan Control OP/Zoning By-law Amendment Draft Plan of Subdivision Block Plan
- Secondary Plan

Office Use Only

Municipality: Brampton Caledon Mississauga

Date Received: _____ Planner: _____ Application No.: _____

Is this HDA revised from an earlier submission? Yes No

Property and Applicant

Address of Subject Land (Street Number/Name): 12100 Creditview Road

Applicant

Name: Glen Schnarr & Associates Inc. Telephone: 905-568-8888 E-mail: hermanw@gsai.ca Registered Owner: 12100 Creditview Developments Limited

Proposal Description

Gross Floor Area: ± 28,665 Number of Storeys: 1 Number of Units: 11

Project Summary (describe how the project contributes to a healthy community)

To facilitate a compact commercial development comprised of ten (10) structures of varying size, a gas bar and surface parking areas. It is anticipated that some of the proposed structures may be multi-tenant and can accommodate a range and mixture of office, retail and service commercial uses

PEEL HEALTHY DEVELOPMENT ASSESSMENT (SMALL-SCALE)

Please indicate where and how a standard is met or exceeded in the Demonstration of Standard column with reference to a policy, plan, map or illustration of some kind in the Document/Policy Reference column. Please also tabulate points in the Score column based on whether the development proposal meets or does not meet a community design standard. For further instruction, refer to "How to Use this User Guide" on pages 2 and 3.

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
SERVICE PROXIMITY				
Transit				
1. At least 100% of the development's proposed dwelling units are situated within 400m of a planned (as identified by Brampton Transit, Miway or GO Transit) or existing transit stop.	Not Applicable. As further demonstrated on the Site Plan, there are no residential dwelling units contemplated.		2	N/A
2. Areas within 800m of a <i>Higher Order Transit</i> stop are developed to meet <i>Major Transit Station Area</i> density targets.	Not Applicable. The Site is not located within proximity to a Higher Order Transit stop		1	N/A
3. Access to transit from the proposed development is safe, attractive and direct for pedestrians: -Pathway to transit site is paved (or equivalent measure) and provides direct access to pedestrians(1 point) -Pathway to transit site contains pedestrian scaled lighting at a height of 4.6m (1 point) -Pathway to transit site incorporates landscape treatments (including but not limited to, permeable paving for pathway connections, deciduous/coniferous trees) that improve the environment for pedestrians (1 point)	A network of public sidewalks and pedestrian pathways are to be provided. Collectively, these will enable safe, attractive and direct access across the Site and beyond. This network will also provide direct connections to the street-level transit services present along Mayfield Road	Site Plan Landscape Plan	3	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
Neighbourhood Community and Retail Services				
4. 100% of the proposed dwelling units are within 800m of an existing or planned elementary school.	Not Applicable. Given no residential units are contemplated, this criterion does not apply		1	N/A
5. 100% of the proposed dwelling units are within 1.6km of an existing or planned secondary school.	Not Applicable. Given no residential units are contemplated, this criterion does not apply		1	N/A
6. At least 90% of the proposed dwelling units are situated within 400m of a playing field, park, square or natural open space.	Not Applicable. Given no residential units are contemplated, this criterion does not apply		2	N/A
7. At least 75% of the proposed dwelling units are within 800m of 5,000m ² of personal service and commercial retail space, comprising a mix of uses such as a grocery store, pharmacy, bank, coffee, shop, restaurant, dry cleaner and hair salon.	Not Applicable, given no residential units are contemplated. Notwithstanding, the proposal will serve to situate a range of retail, office and service commercial uses within proximity of current and planned dwelling units. This will support the provision of services to meet daily needs within a comfortable walking distance		2	N/A
LAND USE MIX				
8. <i>Employment lands</i> include small scale amenity retail and services, are serviced by transit and have infrastructure which encourages pedestrian and cyclist movement.	While the Site is not located within an Employment Area, the proposal will locate retail uses and services in proximity to existing transit services and can be serviced by municipal infrastructure. The proposal will also support usage of the surrounding active transportation network	Urban Design Brief Landscape Plan Alloa Secondary Plan	2	2
9. Retail uses on the ground floor are provided in multi-unit and mixed-use buildings.	Not Applicable. Given the proposal does not contemplate the introduction of multi-unit or mixed-use buildings, this criterion does not apply		2	N/A
STREETSCAPE CHARACTERISTICS				
Pedestrian Amenities				

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
10. A variety of street trees that are hardy, resilient, and low maintenance are planted at regular intervals (as specified by the municipality) adjacent to all streets.	Public realm and streetscape enhancements, including street tree plantings, are to be provided. The placement and species of street trees are further described on the accompanying Landscape Plan	Landscape Plan	1	1
Cycling Amenities				
11. 90% of the residential dwelling units are within 400m of a continuous and connected bike network.	Not Applicable. Given the form of development contemplated, this criterion does not apply		2	N/A
Lighting				
12. Lighting and light standards in public outdoor areas, such as pedestrian walkways, plazas, parks, play lots and parking areas, relate to the pedestrian and are limited to a height of 4.6m.	Pedestrian-scale lighting is to be provided across the Site. Further detail on the placement of lighting fixtures and lighting standards is provided in the accompanying materials	Urban Design Brief Landscape Plan Photometric Plan	1	1
EFFICIENT PARKING				
13. Where Zoning By-laws permit, provide reduced automobile parking ratios for: <ul style="list-style-type: none"> • buildings and other facilities within 400m of a higher order transit stops; and, • apartments/condominiums offering car share parking spaces. 	Not Applicable. The proposal contemplates a mixture of surface parking areas to accommodate user demands. The proposed parking standard is consistent with Zoning By-law requirements, is appropriate to accommodate user demands and will support an optimized site design	Site Plan Traffic Impact Study	1	N/A
14. Efficient use of parking is promoted by identifying systems for sharing parking spaces by two or more user groups at different times of the day or week (e.g., weekday use by office staff and evening/weekend use by restaurant clientele).	A shared parking arrangement is contemplated. Given the mixture and range of uses that will be present, the proposed parking standard and site design reflect that a range of users will utilize the Site	Site Plan Traffic Impact Study	1	1
15. Provide preferential parking for car pool and car share vehicles.	Not Applicable. Given the location and the nature of the proposed this criterion is no relevant.		1	N/A

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
16. Provide unbundled parking for multi-family dwelling units within 400m of a higher-order transit stop.	Not Applicable. Given the nature of the development, this criterion does not apply		1	N/A
17. Medium to high density residential dwelling units provide access to parking via rear alleys or laneways, with no parking in their front setbacks.	Not Applicable. Given the nature of the development, this criterion does not apply		2	2
18. For institutional and employment uses, parking is located away from the street to the rear or to the side, or is located underground.	The proposal has positioned surface parking areas internal to the site.	Site Plan		
19. Where surface parking is provided, it is designed to minimize negative aesthetic and environmental impacts. This can be achieved by incorporating the following into the parking lot design: <ul style="list-style-type: none"> • pedestrian access, connectivity and circulation • tree planting • landscaping • stormwater management • porous/permeable surfaces • Light-coloured materials instead of black asphalt 	As stated above, the proposal contemplates surface parking areas that are visually screened and out of public view. The parking areas also feature landscaped areas, plantings and pedestrian pathways to minimize the negative aesthetic and environmental impacts of these areas	Site Plan	1	1

Standard	Demonstration of Standard	Document/Policy Reference	Potential Score	Actual score
<p>20. The development must meet or exceed the higher of:</p> <ul style="list-style-type: none"> a. Local bicycle parking requirements (provided in local Zoning By-laws or bicycle master plans); or b. The Minimum Bicycle Parking Standards outlined on page 10 of the User Guide. 	<p>The proposed development will provide secure bicycle parking spaces. The amount of bicycle parking spaces is consistent with Zoning By-law requirements and as specified in the Healthy Development Assessment User Guide</p>	<p>Site Plan Traffic Impact Study Landscape Plan</p>	<p>1</p>	<p>1</p>

HEALTHY DEVELOPMENT ASSESSMENT SCORECARD

SERVICE PROXIMITY

1/12

Transit proximity
Major Transit Station Area targets
Safe & comfortable transit access
Proximity to elementary school
Proximity to secondary school
Proximity to park, square or natural space
Proximity to commercial retail

na /2
na /1
1 /3
na /1
na /1
na /2
na /2

LAND USE MIX

2/4

Employment Lands
Retail uses on ground floor

2/2
0/2

STREETSCAPE CHARACTERISTICS

2/4

Street trees
Cycling amenities
Public outdoor lighting

1/1
na/2
1/1

EFFICIENT PARKING

5 /8

Provide for reduced parking ratios
Identify systems for shared parking spaces
Car pool and car share
Unbundled parking
Parking location

0 /1
1 /1
0 /1
na /1
2 /2

(Tick correct
box) Residential
 Other

Above-ground parking design
Bicycle parking

1 /1
1 /1

TOTAL*:

10/28

*10/16

GOLD:

80-100%

SILVER:

70-79%

BRONZE:

60-69%

PASS:

50-59%

*Should certain standards not apply, the total score will be reduced accordingly.